

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel YES.

State if Report is sent on the Machinery of the Vessel.....YES

Date of completion of report

Port of NEWCASTLE-ON-TYNE

No

Survey held at HEBBURN-ON-TYNE

Date First Survey (1943) July 16

Last Survey August 22<sup>nd</sup> 1945

On the (State if Machinery fitted Aft and  
if Single, Twin or Triple Screw)

MOTOR TANKER "EMPIRE NEPTUNE" (MACHY AFT. SING. SCREW)

State Type (Full Scantling, Complete Superstructure)  
with or without Tonnage Openings

# Full Scanning

State Type of Erections *POOR, BRIDGE & F'CLE.*

TONNAGE under } 7235  
Tonnage Deck ... }

✠ 100 AI CARRYING

State if with freeboard } *No*  
as condition of Class }

Built at **HEBBURN-ON-TYNE**

Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk.

Length from fore part of stem to after part of stern } L 460.0  
post on summer L.W.L. See Sec. 3 (1a)

Launched 13<sup>TH</sup> APRIL 1945 Yard No. 666

Total

Breadth (greatest moulded) ..... B 59.0

Builders **R. W. HAWTHORN LESLIE & CO. LD.**

Gross Tonnage 8285

Depth, at middle of length from top of keel to top ] 34.0

Owners MINISTRY OF WAR TRANSPORT.

Register Tonnage

1st Longitudinal Number (L  $\times$  D).....= 15640

Managers *EAGLE OIL & SHIPPING CO LD*

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.  
FEET

Framing Depth "d," at middle of length. See }  
Sec. 3 (1d)..... }

Residence

gth 465.0

Proportions—Depth to Length—Uppermost continuous deck to top of keel ..... } 13.52

Port of Registry..... **LONDON**

adth 59.2.

Do. Long Bridge to }  
ton of keel }

*If surveyed while building, afloat, or in dry dock*

th 33.85

Draught Moulded ..... 27.35

BUILDING AFLOAT & IN DRY DOCK

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	31½ ✓		Bracket Floors, Frame .....	/	
" " FOR'D C/F B'W from ½ length amidships to Collision bulkhead.....	27 ✓ 27¾ ✓ 30¾ ✓ 24 ✓		" " Reversed Frame.....	/	
" " IN O.F. BUNKERS or MACHY SPACE ✓ in peaks ✓			" " Vertical Struts .....	/	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	60" x 5½" 46 ✓	
Frame Amidships, Angle, E or [	TANKS 1 to 6 10 3½ .44 } SEE ATTACHED REPORT / * 7 to 9 11 3½ .44 }		" " top Angles ..... DOUBLE	3½ 3½ 50 ✓	
" " Extends up to.....	UPPER DK ✓		" " bottom Angles.....	4 4 56 ✓	
Reversed Frame Amidships, Angle	10 3½ .44 ✓		" " FULL HEIGHT 1-½ "	20-60 18 .42 ✓	
" " Extends up to ...	2ND DK ✓		Side Girders, No. each side and thickness ..	.50 X	
Depth of Framing Girder.....	-		Margin Plate depth (excl. of flange) and thickness .....	No. BILGE .54" ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or [ AFT.....	8 3 .38 ✓		" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem .....	-	
" " POOP Second 'tween Decks, Angle, E or [ ALTERNATE WITH O. ANGLES	8 3 .38 ✓ 5 3 .38 ✓		" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area	-	
" " Third	- - -		" " Gussets, spacing and scantling abaft ¼ len. from stem.....	-	
" " from ½ len. for'd. to 15% len. from Stem	AS ABOVE ✓		" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area	-	
" " in Peaks, Angle or [ AFT FORE	9 3½ .36 ✓ 8 3½ .46 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	37" x .44 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships .....	⅞ @ 4⅞ ✓		INNER BOTTOM PLATING.		
State if Frame Joggled.....	YES ✓		Breadth and thickness of Middle Line Strake...	71" x .70" ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ?	YES ✓		Thickness of remainder in Hold MACHY SPACE	1½" x .54" ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ?	YES ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room ?	YES ✓	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....	/		Uppermost Continuous Deck, amidships in Walls, Angle, E or [ UNDER FOLE	8 3 .42 ✓ 7 3 .42 ✓ 8 3 .36 ✓ 8 3 .38 ✓ 8 3 .46 ✓ 27 3 24 ✓ 30¾ 24 ✓	
Height of Brackets at side above base line at toe of frame.....	/		" " in way of Bridge, Angle, E or [ POOP	8 3 .36 ✓ 8 3 .42 ✓ 10 3½ .40 ✓ 30¾ 24 ✓	
Middle Line Keelson, on Floors, Angles, [ or [	/		Second Deck, amidships, Angle, E or [ AFT	8 3 .36 ✓ 8 3 .42 ✓ 10 3½ .40 ✓ 30¾ 24 ✓	
" " Through Plate or Inter-costal Plate .....	/		Spacing .....	30¾ 24 ✓	
" " Foundation Plate on Floors .....	/		SECOND Third Deck, amidships, Angle, E or [ FOR'D	7 3 .38 ✓	
" " Flat Plate Keel Angles	/		Spacing.....	24 ✓	
Side Keelsons, No. each side.....	/		Fourth Deck, amidships, Angle, [ or [	/	
" " thickness of Intercoastal Plate.....	/		Spacing.....	7 3 .40 ✓ 8 3 .40 ✓ 8 3 .46 ✓ 30¾ 24 ✓	
" " Angles	/		Poop Deck, Angle, E or [	8 3 .40 ✓ 8 3 .46 ✓ 30¾ 24 ✓	
DOUBLE BOTTOM. IN MACHY SPACE.			Bridge Deck, Angle, E or [	7 3 .42 ✓	
Solid Floors, thickness and spacing .....	.42 & .50 EVERY FRAME ✓		Spacing.....	31½ ✓	
" " Are Frame and Reversed Frame joggled? (No. REV. FRAME)	YES ✓		Forecastle Deck, Angle, E or [	8 3 .52 ✓ 8 3 .43 ✓ 8 3 .36 ✓ 27 24 ✓	
Bracket Floors, breadth and thickness at middle line .....	NONE ✓		Spacing.....	/	
" " breadth and thickness at margin plate.....	-				



PILLARS AND DECKS.																			
PILLARS, No. of Rows					INCHES IN SHIP.					Any Departure from Approved Plans to be Noted.									
LONGITUDINAL BULKHEADS 1P1S					Stringer Plate, breadth and thickness in way of Bridge					.30									
in 'tween Decks, Size and Spacing					Thickness of Plating abreast Deck openings in way of Wells					.36									
in Holds					Thickness of Plating abreast Deck openings in way of Bridge					.34									
Thickness of Plating within line of openings					AFT .40 TO .34														
If Sheathed, material and thickness																			
Third Deck.					Stringer Plate, breadth and thickness														
If Plated, state thickness																			
Fourth Deck.					Stringer Plate, breadth and thickness														
If Plated, state thickness																			
Poop Deck.					Stringer Plate, breadth and thickness					.37									
Plating, Sheathing, material and thickness					.40 - .30 PLATING SHEATHING INTERNAL COMPO 1" MIN. EXTERNAL WOOD 3" TH.														
Bridge Deck.					Stringer Plate, breadth and thickness					.41 x .43									
Plating, Sheathing, material and thickness					.34" COMP 1" MIN.														
Forecastle Deck.					Stringer Plate, breadth and thickness					.38									
Plating, Sheathing, material and thickness					.36 (50 UNDER WINDLASS)														
SCANTLINGS.										RIVETING.									
STRAKES.										EDGES.									
AS IN VESSEL.										BUTTS.									
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.										State if jogged?									
Flat Plate Keel										DOUBLE									
Bottom Plating, No. of Strakes										DOUBLE									
Bilge Plating, No. of Strakes										DOUBLE									
Side Plating, No. of Strakes										DOUBLE									
Upper Deck, Sheer-strake in Wells										DOUBLE									
Upper Deck, Sheer-strake in Bridge										DOUBLE									
Strake below Sheer-strake in Wells										DOUBLE									
Strake below Sheer-strake in Bridge										DOUBLE									
Poop Side Plating										DOUBLE									
Bridge Side Plating										DOUBLE									
Forecastle Side Plating										DOUBLE									
WATERTIGHT BULKHEADS.										FORGINGS AND CASTINGS.									
Total No. of W.T. BULKHEADS in Vessel										Casting or Forging.									
Extending to Upper Deck (Sec. 3 c)										Scantlings.									
Deck next below										Maker's Name.									
As per Rule										Any Departure from Approved Plans to be Noted.									
STIFFENERS.										KEEL, Bar									
VERTICAL.										STEM									
HORIZONTAL.										STERN FRAME									
MIDSHIP BULKHEAD, Upper 'tween decks										Speed of Vessel									
Second										RUDDER-Type									
Third										A x D									
Holds										Diam. of head									
COLLISION										Mainpiece at top pintle									
AFTER PEAK										heel									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)										how constructed									
APPLYING FRIDINGHAM STEEL CO. LD. SOUTH DUFFHAM ST. 9 G. LD. CARGO PLAT. FROM G. LD. NORMAN ST. 9 G. LD.										double or single plate									
CONSOLE FROM G. LD. LANARKSHIRE STEEL CO. LD. COLVILLE ST. DUNNINGTON FROM G. LD. BRITISH STEEL CO. LD.										coupling, vertical or horizontal									
Has the Steel been tested as required by the Rules?																			

EQUIPMENT No. 44781										LETTER C+										ANCHORS.																								
Number of Certificate.					Anchors.					WRIGHT, EX. STOCK.					WRIGHT OF STOCK.					TEST, PER CERTIFICATE.					WEIGHT REQUIRED BY TABLE 53.					Description of Anchor.					Makers.					Where and when tested, and Superintendent.				
253					1st Bower					77 1					56					73.5					Halls' Hockless					N. Hingley & Sons Ltd. 1911/12/13/14 J. A. Relf														
2533					2nd					73 3 7					55 15					73.0					"					"														
					3rd															73.0					"					"														
					Collective weight															219.5					"					"														
Rpt. 1* MY "EMPIRE NEPTUNE" NEWCASTLE-ON-TYNE, No. 103126																																												
PARTICULARS OF LONGITUDINAL FRAMING.																																												
FRAMING. (BOTTOM)										AMIDSHIPS.										ENDS.										RIVETING.														
In Ship.										In Ship.										Per Rule or as approved.										Per Rule or as approved.														
BOTTOM Framing of										17x4x4x .52/.68										17x4x4x .52/.68										7/8 5/4 3/8 FOR 11 RIVETS														
Frames in Bridge 'tween Decks										Do										Do										EACH SIDE OF														
Frames from Uppermost Continuous Deck										Do										Do										TRANSVERSE 7														
No. 1										Do										Do										O.T. BHDS.														
2										Do										Do										18 7/8														
3										Do										Do										76 BULKHEAD TEE BAR														
4										Do										Do										18 7/8														
5										Do										Do										GUSSET TO LONGITUDINAL														
6										Do										Do										1099 7/8														
7										Do										Do										EACH END OF BRACKET FROM GUSSET TO END STAFFENER														
8										Do										Do																								
9										Do										Do																								
10										Do										Do																								
11										Do										Do																								
12										Do										Do																								
13										Do										Do																								
14										Do										Do																								
15										Do										Do																								
16										Do										Do																								
Centre Tanks										Long. BHD.										As Approved																								
Wing Tanks										Long. BHD.										As Approved																								
Spacing of Longitudinal Frames										Centre Tanks 33"										Wing " 30"																								
Double Bottoms										Tank Top Longitudinals																																		
L.L. or C										Bottom																																		
Spacing of Longitudinals										Amidships																																		
At Ends																																												
Transverses.																																												
In Bridge																																												
'tween Decks																																												
Depth and Thickness																																												
Face Angles																																												
Lugs to Shell																																												
In																																												
Upper 'tween Decks.																																												
Depth and Thickness																																												
Face Angles																																												
Lugs to Shell																																												
In Hold.																																												
Depth and Thickness																																												
Face Angles																																												
Lugs to Shell																																												
Back Bars																																												
Brackets																																												
Spacing of Transverse Frames																																												
State if jogged or lined.																																												
Longitudinal Beams																																												
Bridge Deck																																												
Upper																																												
Second																																												
Third																																												
The particulars of framing in peaks (if ordinary), Floors, Centre Girders, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.																																												
NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.																																												
500,12,27.—T.																																												



EQUIPMENT No.											LETTER											ANCHORS.										
	Number of Certificate.		Anchors.		WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.			Description of Anchor.			Makers.			Where and when tested, and Superintendent.									
					Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.																	
	253		1st Bower		74	1	-	-	-	-	56	-	-	-	73.5	Hall's Stockless		H.H. Hingley & Sons Ltd		SPHN 17-4-44		J.A. Bell										
	2533		2nd "		73	3	7	-	-	-	55	15	-	-	73.0	"		"		"		"										
			3rd "												73.0																	
			Collective weight												219.5																	
	56017		Stream		22	1	10	✓	5	2	21	22	13	-	14	22.0	Roper Iron Hook		Not stated		LPHCH 16-4-43		W.N. Norman									

CHAIN CABLES.											HAWSERS AND WARPS.										
	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.			Length and Size supplied.		Breaking Test of Steel Wire.		Length and Size per Table 53.						
	Fathoms	Diam.	Status.	Break-ing.	Supplied.	Per Rule.	Fathoms	Diam.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms	Inches.	Tons.	Fathoms	Inches.				
	PLEASE SEE SEPERATE SHEET																				
	Cir. ✓		-		-			Cir. ✓		British Ropes		19 <sup>th</sup> Feb 1944		Towline SW 130 5½		77.5 130 5¼					
	120 5		52.8 -		-			130 5		12 mins		19 <sup>th</sup> Feb 1944		Hawsers & Warps SN 40 100 3½		21.7 40 100 2¾					
	Iron Stream Chain		Steel Wire											MAKES British Ropes Towline 6 strands of 24 wires Cert. dated 19.2.44		Hawsers & Warps 6 strands of 19 wires " 19.2.44					

Steering Gear, Type (Power or hand)	Alternative Means of Steering
Steam-Hydraulic by Harter & Co	steam winch on poop deck

Steering Chains (Size and Test)	Windlass	Boats
Telemotor Control	Steam (Emerson Walker)	2 DIESEL 2 ELECTRIC

Ceiling in Holds, thickness and material	Cargo Battens, thickness, material and spacing
None	None

Cargo Hatchways.—(Upper Deck)	Thickness of Hatches
27 @ 4'-0" dia. Del tight / on F'dk W.T. trunked to hold 8' x 8' 0"	O.T. Laming 75" Cross 42"

Size of Hatchways No. 1 (Fwd.)	No. 2	No. 3	No. 4	No. 5	No. 6

Number of Shifting Beams } —  
and/or Fore and Afters }

FOR R. & W. HAWTHORN, LESLIE & CO. LIMITED

Builder's Signature *C. Stephenson*

**GENERAL DECLARATION.** It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel.  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built in conformity with the Society's Rules & Regulations & the Secretary's letters. The scantlings and arrangements are in accordance with or equivalent to those shown on the approved plans.

The materials & workmanship are good.

The weather decks clear of tanks & the W.T. bulkhead above the Fore Peak Tank have been hoisted & found satisfactory.

The cargo tanks, cofferdams, paks, al fuel bunkers, deep tank forward, lubricating oil tanks, F.W. tanks & double bottom tanks have been tested as required by the Rules and found satisfactory. The requirements of sect. 20 of the Rules where applicable for carriage of oil fuel have a flash point above 150°F. have been complied with. The oil fuel is carried in the cross bunker forward of the machinery space, in the fore deep tank and in part of the double bottom under the engines.

The windlass, main & auxiliary steering gears & emergency control of steering gear have been tried under working conditions & found satisfactory.

The assigned freeboards have been marked on the sides of the vessel, verified, cut in & painted.

The amount of Entry Fee..... £ 11 : -	Special Survey Fees (including FREEBOARD STRENGTHENING) £ 763 : 7	Travelling Expenses, if any ..... £ :
	Received by me, J.C. Hunter 30 AUG 1945	

I am of opinion the Vessel should be Classed \* 100A1 "CARRYING PETROLEUM IN BULK"

Signature *A.L. Hunter*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to NEWCASTLE-ON-TYNE Date of issue 29/9/45

Committee's Minute  
Character assigned +100A1 "Carrying Petroleum in bulk"  
8,45 hwt. Lloyd's A+CP. Machinery aft.  
+LMC 8,45 Oil Eng.  
CL. 2 DB. 180lb

Note for S.R.I.



RS, No.

"	"	100491	"	NICANIR
		100736	"	NICOLANA
		101017	"	NATEKINA
		102182	"	SAN VELIN
		102514	"	NAVICELLA

Reports for sternframe, <sup>rudder stock</sup> rudder coupling, upper & lower bearings & tiller are enclosed. (~~tiller report to follow~~)

This vessel is fitted with a bronze propeller & without zinc anti corrosion plates

PARTICULARS OF ELECTRIC WELDING (if employed) *Rudder, <sup>attached</sup> hull of side & bottom shell plating, seams of shell plating in wake of anchors, seams and batts of deckhouses & boat deck, side stringers in tanks, and minor items.*  
The electric welding has been carried out using electrodes approved for the purpose & in accordance with "Rules for the application of electric arc welding to ship construction".

**SPECIAL NOTATIONS:**—Either as part of the vessel's class or for record in the Register Book. *CARRYING PETROLEUM IN BULK* "LONGITUDINAL FRAMING AT BOTTOM AND DECK" "RUDDER ELECTRICALLY WELDED" "LOOPS A + CP" "CRUISER STERN" "MACHINERY AFT" "SINGLE SCREW" "ECHO SOUNDING DEVICE" "DIRECTION FINDER" "BUTTS OF DECK AND SHELL PLATING ELECTRICALLY WELDED" ✓

1st ~~Bower~~ *Wt. of lead complete 48 cats - 0-16 (Mt. lupinus x 46-2-3) A.E.G. 5872 7.3.44*  
2nd " " " 48 " - 1-2 (" " " 46-3-9) A.E.G. 5873 7.3.44  
3rd

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated —

Official No. 180222 Signal Letters GCXR Extreme Breadth over Belting — (Circ. 1611) Over-all Length 483.29 ✓ (Circ. 1703)

No. and Material of Decks DECK (STEEL) 2<sup>ND</sup> DECK CLEAR OF CARGO TANKS AND FORE HOLD.

Parts of Bottom of Vessel coated with cement or approved composition. ✓

**PARTICULARS OF WATER BALLAST:**—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)  
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Order for Special Survey No. 5697

Date: 31/8/43

Dates of Surveys  
hold while building

(1942) July 16, 25, Aug. 23, 24, 26, Sept. 2, 14, 26, Oct. 12, 19, Nov. 10, 18, 23, Dec. 9, 10, (1943) Jan. 7, 10, 28 Feb. 2, 10, 22, 25, 29, Mar. 3, 7, 10, 15, 17, 21, 24, 28, 29, Apr. 6, 19, 21, 25, May 4, 16, 22, 31, June 5, 16, 24, 27, July 12, 22, Aug. 9, 15, 29, Sept. 7, 21, 26, Oct. 10, 21, 25, 26, Nov. 1, 9, 15, 21, 29, 30, 31, Dec. 1, 10, 18, 22, 23, 28, 29, 30, 31, (1944) Jan. 2, 5, 9, 11, 17, 22, 23, 30, Feb. 5, 7, 10, 13, 14, 15, 16, 17, 19, 20, 21, 22, 24, 26, 27, 28, Mar. 1, 2, 5, 6, 8, 9, 12, 13, 14, 15, 16, 19, 20, 21, 23, 24, 27, 28, 29, 30, Apr. 3, 4, 5, 6, 7, 9, 10, 11, 13, 16, 18, 19, 23, 24, 30, May 1, 2, 7, 10, 15, 17, 23, June 7, 13, 18, 19, 26, 27, July 6, 20, 23, 26, 27, 28, 30, 31, Aug. 2, 9, 20, 21, 22

Total No. of Visits 156

Port of **NEWCASTLE-ON-TYNE** Continuation of Report No. 103/26 dated 22/8/45 on the

CHAIN CABLES  $C^+$

## Endorsements on Certificates

N<sup>os</sup> 3978, 3979, 3980, 3981

[illegible][illegible]

Also 3 joining & 2 end shackles, Certificate No. 3998

⊗ Valid only when attached to Cert. N<sup>o</sup> 3601. This chain is not new but has been previously used. The chain referred to herein has been retested to its original size, it being previously tested 3<sup>rd</sup> May 1944 (Cert. N<sup>o</sup> 3601)

✓ Valid only when attached to Cert. No. 3736. This chain is not new but has been previously used. The chain referred to herein has been retested to its original size, it being previously tested 3<sup>rd</sup> May 1944 (Cert. No. 3736)

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